

**Strathcona Regional District**

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# Electoral Area D Parks and Trails Plan

Engagement Summary – Round 2 (ATNP)

LEFS  
ASSOCIATES

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Strathcona Regional District  
Round 1 Engagement Summary

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February 2026

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LANDSCAPE ARCHITECTS + PLANNERS

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# 1 INTRODUCTION

The Strathcona Regional District is developing a Parks and Trails Plan for Electoral Area D (Oyster Bay – Buttle Lake). This plan will guide future improvements and investments in parks, trails, and active transportation, with the goal of creating a well-connected network of park spaces and movement corridors.

A key component of this plan is the integration of an Active Transportation Network Plan to improve connections between key destinations with the goal of enhancing accessibility and mobility for all residents and visitors.

This “What We Heard” Report summarizes community input collected during Phase 5A of the project (see the overall planning process in Figure 1). The purpose of the second round of engagement on the Active Transportation Network Plan (ATNP) was to gather feedback on the proposed ATNP and to gather input on a proposed priority project to advance to a ‘shovel-ready’ stage.

Engagement on the Draft Parks and Trails Plan will take place in Spring 2026.

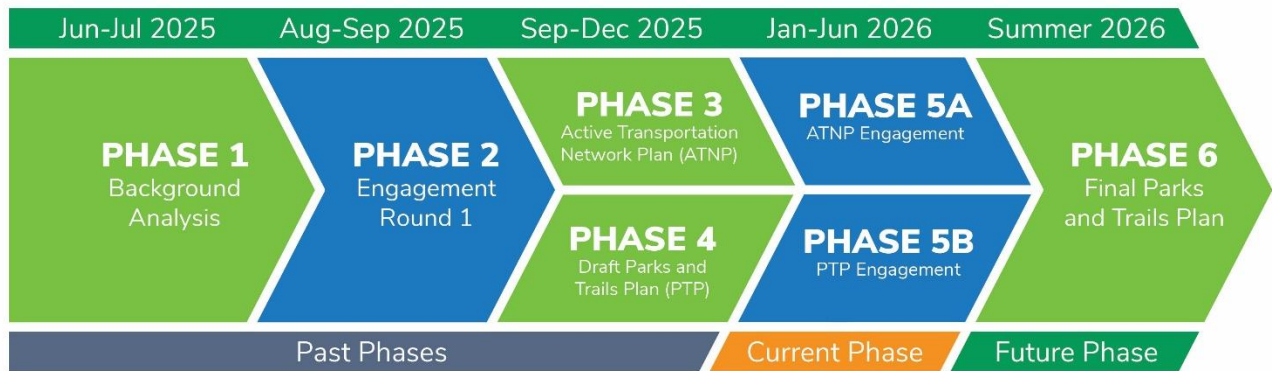


Figure 1 Project timeline for the SRD Electoral Area D Parks and Trails Plan

## 1.1 OUTREACH AND PARTICIPATION

Outreach to the community was done in the two weeks before and during engagement activities. Information about the project’s goals, schedule, and opportunities to get involved was shared widely with residents.

Opportunities to participate were advertised through:

- The SRD’s website
- Posts on the SRD’s social media accounts
- Posters at parks and popular community locations

## 1.2 ROUND TWO (ATNP) ENGAGEMENT TOOLS

Community engagement was held in January-February 2026 and included meetings with staff from School District 72, Ministry of Transportation and Transit and the City of Campbell River, and an online survey. Participants were also given the opportunity to provide written input. All engagement formats included information about the project and other ways to provide input.

### 1.2.1 WORKSHOPS AND MEETINGS

Three meetings were held with staff from School District 72, the Ministry of Transportation and Transit, and the City of Campbell River to gather feedback on the proposed Active Transportation Network Plan and discuss potential areas of collaboration.

### 1.2.2 ONLINE SURVEY

An online survey was hosted on SurveyMonkey for 3 weeks, from January 27 to February 17, 2026. The survey requested feedback on the draft Active Transportation Network Plan and gathered input on proposed priority projects to advance to a ‘shovel-ready’ state for grant application purposes.

### 1.2.3 WRITTEN INPUT

One written letter was received regarding the draft Active Transportation Network Plan.

# 2 ROUND TWO (ATNP) ENGAGEMENT RESULTS

## 2.1 WORKSHOPS AND MEETINGS

### 2.1.1 SCHOOL DISTRICT 72

The School District shared that most students in Area D take the bus to Ocean Grove Elementary, and many families in neighbourhoods like Stories Beach and south of Maryland in Campbell River drive their children to school rather than walk or bike. Staff noted they would like more students to use active transportation, but the current walking and cycling routes aren't well-connected. They highlighted the need for better neighbourhood links, safer crossings, and pathways through new developments near Ocean Grove to help kids travel more safely and independently.

Meeting attendees reviewed draft active transportation routes, including those along Highway 19A and potential connections such as Bier Road, though that option requires crossing private land. Overall, the key themes were improving safe routes, making neighbourhoods more connected, and working together to support student mobility and community access. They also suggested that a new road connection between Finch Road and Willow Creek Road could help reduce traffic pressure on Crawford Road.

The group also discussed partnership opportunities. The district is open to shared-use agreements. While programming requests are not common, the district does run some in-house activities, such as bike-skills training for students, and noted that past cycling events were led by school staff, not the district office.

### 2.1.2 MINISTRY OF TRANSPORTATION AND TRANSIT

The meeting focused on coordinating transportation planning work between the ATNP and the Ministry's current Traffic Study covering the Electoral Area. Participants discussed the status of the traffic study, noting that stakeholder engagement has not yet begun. MOTT representatives indicated that the draft ATNP generally aligns with Ministry priorities, but that any projects within MOTT rights-of-way would be subject to Ministry approval. SRD Staff noted that plans such as the ATNP reflect community priorities and provide clear information on the responsibilities of various agencies, including the SRD's supporting role in some projects versus those they can pursue directly. Discussion also included Ministry policies on speed limits and upcoming considerations related to corridor lighting.

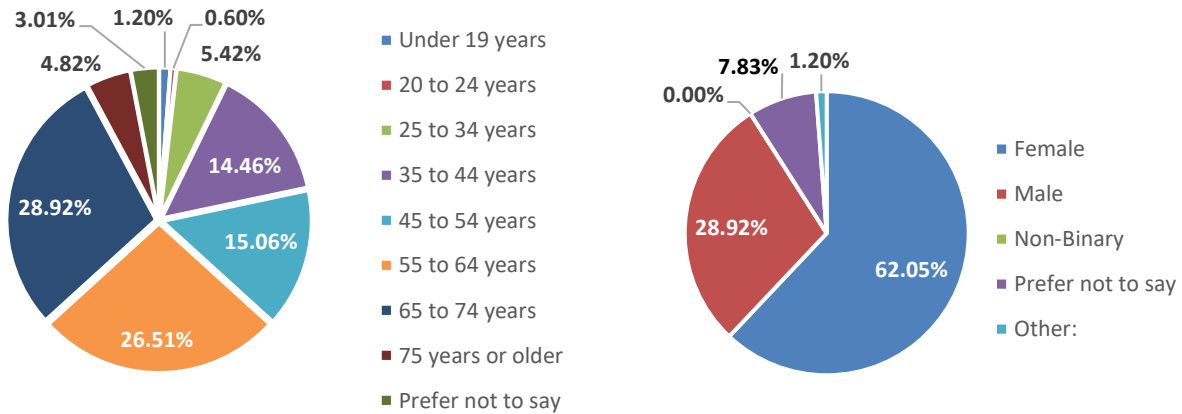
### 2.1.3 CITY OF CAMPBELL RIVER

The meeting included a review of the proposed ATNP. The City shared that they are currently developing both a parks and trails plan and a transportation master plan, both of which relate closely to the work being discussed. Key transportation issues were highlighted, including ongoing problems at the Crawford Road intersection, particularly during school drop-off and pick-up times; the future extension of the Greenways Loop; future crossings on Jubilee Parkway; and the potential for future easements to support development of the Waterline Trail.

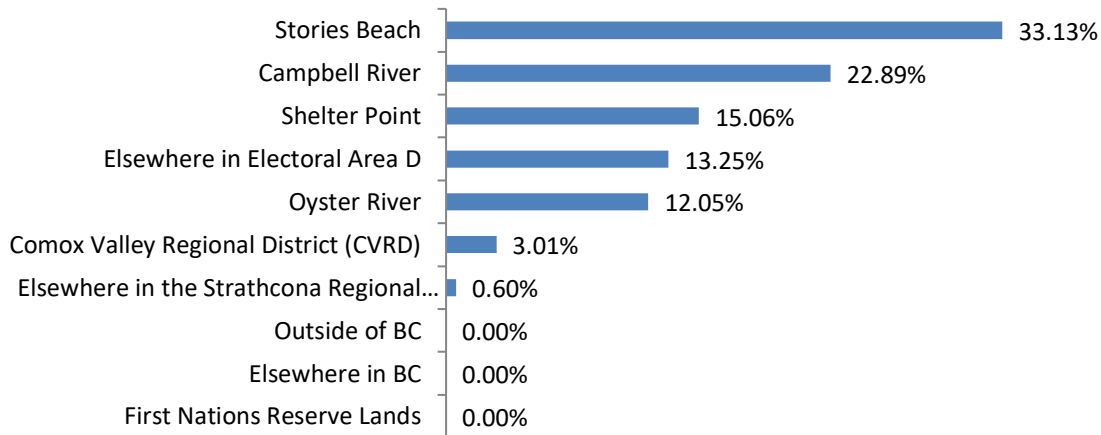
## 2.2 ONLINE SURVEY

### Who Responded?

A total of 166 responses were received on the online survey. More than 33% of respondents were 65 years of age or older. Nearly two-thirds of respondents (62%) identified as female.



Communities represented in survey responses included Stories Beach River (33%), Campbell River (23%), Shelter Point (15%) and Oyster River (12%). Residents from elsewhere within Electoral Area D made up 13% of respondents.



### Draft Active Transportation Network Plan

Many survey respondents support the overall proposed Active Transportation Network Plan, with strong support for safer walking and cycling options within the Electoral Area, but there were specific concerns noted about traffic safety, speed and potential environmental impacts.

Within the Shelter Point and Stories Beach area, there was positive feedback on improving the Waterline Trail, creating safer beach access, and enhancing cycling and walking routes, particularly linking the area to Campbell River. Key themes included:

- Highway 19A pedestrian crossings: There was strong support for a pedestrian crossing at or near Seawave Road, Crawford Road, Engles Road and Lynwood Road. Many felt that Seawave Road would be the safest and most used. Respondents felt that adding a crosswalk, without reducing speed or adding signals, would be unsafe.
- Speeding and traffic calming: Respondents expressed interest in reduced speeds along Highway 19A with additional traffic calming near school routes and busy pedestrian areas. Specific safety issues were noted at Crawford Road, Shoreline Drive and Stories Beach. Residents near Ocean Grove Elementary School noted congestion at school drop-off and pick-up times, as well as difficulties turning onto the highway.
- Waterline Trail improvements: There was strong support for improvements to the Waterline Trail, focusing on cycling and walking, with concerns expressed related to ATV or other motorized uses on the trail.
- Engles Road and Searidge Place: Many respondents supported improved neighbourhood connectivity in this area, but there were also a few concerns expressed about increased traffic, crime and impacts on private property. There were also concerns related to environmental impacts on Woods Creek.

Within the Oyster Bay area, respondents were supportive of paved shoulders for safer cycling, a multi-use pathway connecting Stories Beach and Oyster River and better walking routes to parks, especially to Hagel Park. Specific concerns with the proposed ATNP in this area included:

- Pedestrian Crossing at York Road: Several respondents noted that visibility is poor over the hill and a crossing could be dangerous at this location, unless major upgrades were undertaken, including improved lighting and traffic control.
- Hagel Greenway Extension. There were some concerns about impacts to private property and potential environmental impacts.

Within the Oyster River area, respondents generally support safer walking and biking routes and feel these upgrades are overdue. They were especially supportive of off-road path options and safer ways to cross the highway. Most concerns surrounded traffic safety, the number of crossings, and how the design would balance the needs of drivers, pedestrians, cyclists, and motorized trail users. Specific concerns that were noted included:

- Conflicts between vehicles, pedestrians and cyclists near Discovery Foods and Glenmore Road.
- Managing parking and visitor impacts at Oyster River Nature Trails.

Regarding the West Oyster River area, respondents shared a wide range of views about the proposed ATNP. Opinions were mixed, with a roughly even split between respondents who supported improved walking and cycling connections in this area, those who strongly opposed future improvements, and those who were neutral, uncertain or expressed a lack of familiarity with the area. Respondents were concerned about potential environmental impacts and the feasibility of a future bridge connection. Some respondents supported paved shoulders along York Road and welcomed safer cycling and walking connections, while others suggested Iron River Road would be a better alignment.

### Equestrian Users

There were some comments on the survey specifically discussing equestrian uses. Some key feedback included that the proposed ATNP routes intersect with known equestrian corridors; horse riders require safe, designated trails and stream crossings. Several specific trail corridors were identified as important for equestrian access, including the Waterline Trail between Woods Creek and Beaver Lodge lands, the Iron River Road route, and the Vaughn Road connections to Iron River Road.

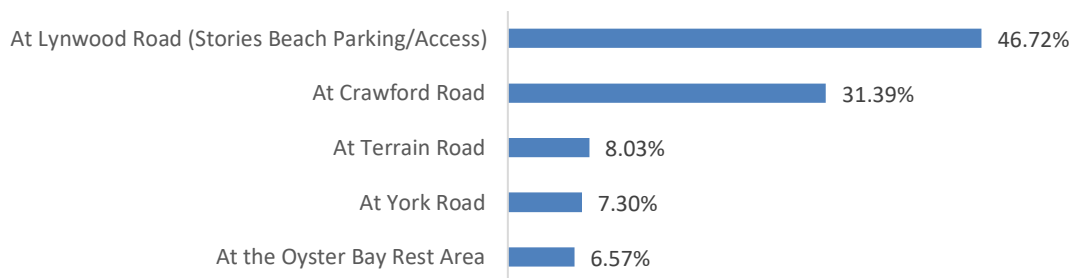
### Other General Concerns

Some survey respondents noted the following concerns with the active transportation network plan:

- Cost and prioritization of active transportation with other projects in the electoral area, such as water, sewer or repairs of existing roads.
- Concern that improvements might increase traffic and/or change the rural nature of the area.
- Concerns that improvements may lead to an increase in motorized uses along trails, creating increased user conflicts and potential environmental impacts.

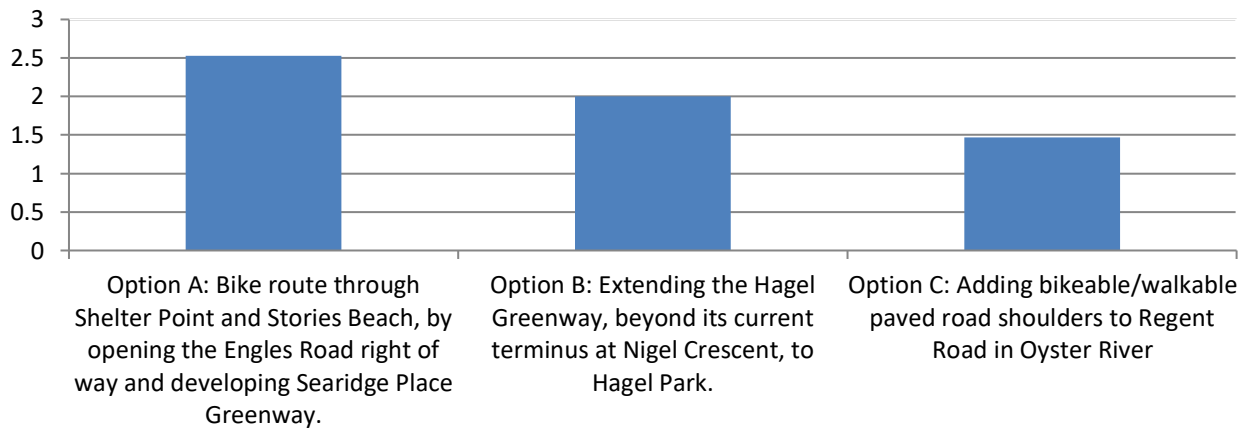
### Future Crossings

When asked which location would be most beneficial for a new pedestrian crossing of Highway 19A (subject to Ministry approval), 46% of respondents identified Lynwood Road as their preferred location, with 32% identifying Crawford Road.



### Priority Project

Survey respondents were asked to rank three potential projects to prioritize for advancement to a “shovel-ready” stage, suitable for submission for grant funding. In this type of question, each ranked choice is assigned a point value (i.e. 3 points for first, 2 points for second and 1 point for third). The points are then totalled across all responses, with the highest overall score ranking highest. Option A (bike route through Shelter Point and Stories Beach, by opening the Engles Road right-of-way and developing Searidge Place Greenway) received the highest score at 2.53.



### Other Comments

There were a variety of comments that will also be considered within the Draft Parks and Trails Plan, including meshing the ATNP with improved connections to parks such as Hagel Park and Maple Park, providing additional amenities in parks to support active transportation, such as bike racks, water fountains, bike repair stations and additional washrooms.

## 2.3 WRITTEN INPUT

One letter was received that highlighted areas of support and areas of concern regarding the ATNP. Areas of support included the potential for a highway crossing at Crawford Road, future pathway connection to Maryland Road and improvements to the Waterline Trail. Areas of concern included proposed changes affecting McGimpsey Road, including a potential road connection at Engles Road and the addition of paved shoulders, with the concern that each could increase vehicle volume and speeds along McGimpsey.

## 3 CONCLUSION

Engagement results show strong community support for improving walking and cycling connections across Electoral Area D, including upgrades to the Waterline Trail and safer pedestrian crossings across Highway 19A. Participants also identified several important concerns that will need careful consideration as the plan moves forward. These include traffic safety and speeding, particularly near Crawford Road and in school zones; potential environmental impacts around sensitive areas; potential effects on rural character and private property related to developing currently closed rights-of-way; and balancing the needs of diverse users, such as equestrians.

The feedback gathered through meetings, written input, and the online survey provides clear direction: residents value safe, connected, and accessible active transportation options, but seek thoughtful implementation that respects local context and addresses identified risks. These insights will play a critical role in refining the ATNP and supporting the broader Parks and Trails Plan moving forward.